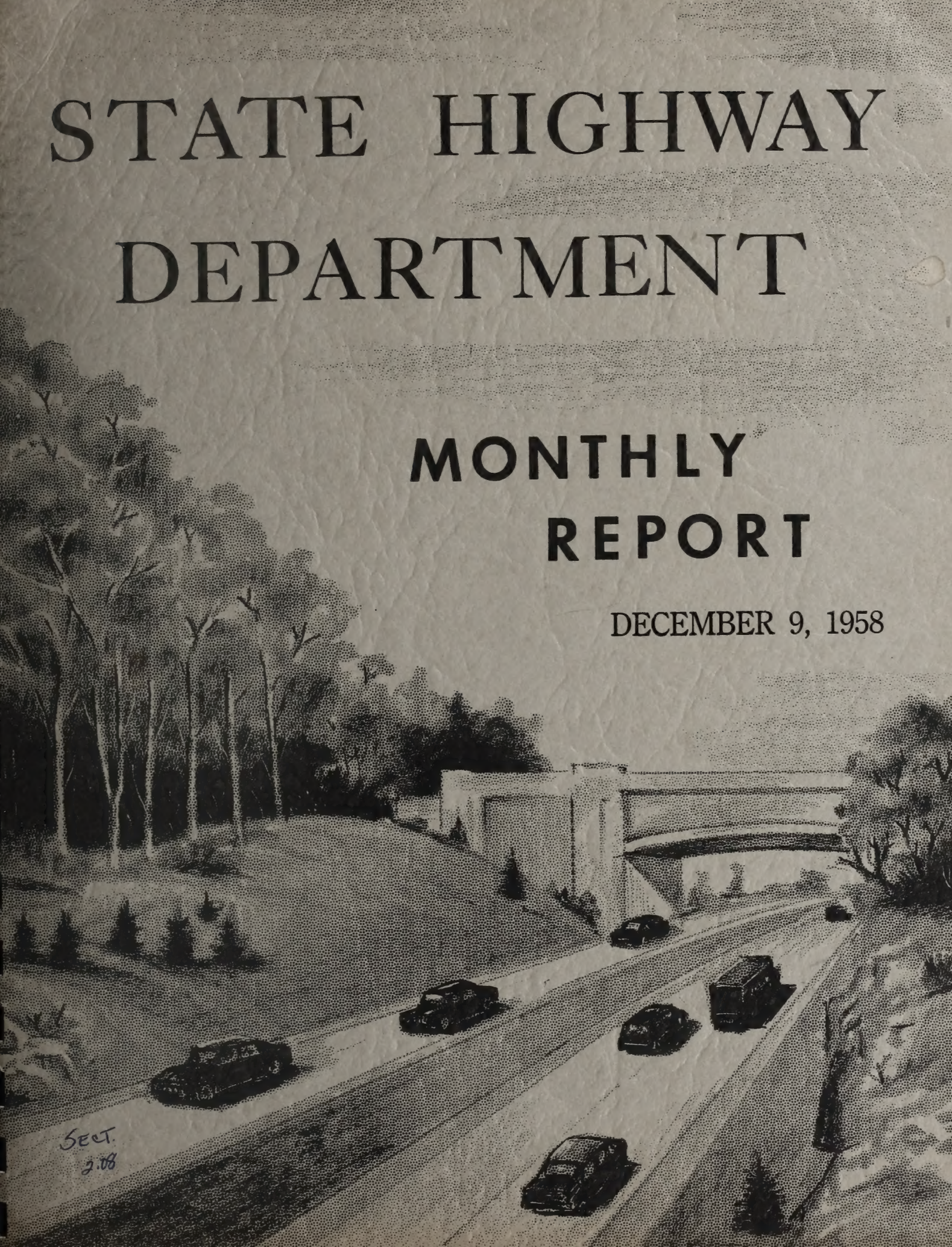
STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

DECEMBER 9, 1958



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CHILDREN'S CHRISTMAS PARTY

The Commissioner's annual Christmas Party for children of Department employees' families has been scheduled this year for December 22 in the cafeteria of the State Highway Building.

The move back to the Highway Department Building was decided upon in order to keep the affair more within the realm of its original intent, that of a "family party."

Last year's affair you will recall was held in the War Memorial Building and attended by more than 1,000 children and adults. Children at this year's party, as in the past four years, will receive gifts from Santa Claus and be entertained by professionals. The children will also receive balloons and small gifts.

BAYONNE PUBLIC HEARING

In accordance with Federally required procedure we have scheduled a public hearing on proposed alignment of the Bayonne Eastside Industrial highway.

You will recall that on October 20 we were able to announce Federal agreement on the general course the new route would take.

The public hearing to be held on January 15 in the Bayonne City Library is to a degree little more than a formality, in that each

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BAYONNE PUBLIC HEARING, contd.

of the municipalities and other interests in that area are in accord with what we propose.

The highway will be a two mile, two lane addition to the State Highway system and part of the Federal Secondary Highway system. It will extend from Constable Road in Bayonne to Garfield Avenue in Jersey City. It will lie just east of the Jersey Central and Lehigh Valley Railroads through Bayonne, curving westerly at the Jersey City line to parallel the New Jersey Turnpike extension as far as Garfield Avenue.

The total cost of the project is estimated at $2,622,000, inclusive of right of way.

Estimated value of Right of Way by Bayonne.	$125,000.	
Center Street Bridge participation by Bayonne and railroads.	$ 25,000.	
Fund Supplied by Jersey City. (Their receipts of Turnpike money for R/W through Jersey City).	300,000.	
Federal Government	850,000.	
TOTAL GRANTS -		$1,300,000.
N.J. State Share (Matching Federal Funds)	$ 850,000.	
Relocation of Utilities by State.	472,000.	
TOTAL STATE COSTS -		$1,322,000.
TOTAL PROJECT COST -		$2,622,000.

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CONSTRUCTION PROGRESS

Through completion of many of our construction projects our recent record peak of 91 road and bridge building contracts under way now stands at 64. Combined cost of these projects is $93.5 million.

Construction progress during the past month permitted us to anticipate the opening of at least four new improvements. They included a portion of the Route 21 Freeway in Essex County; the main bridge of the Manahawkin Causeway in Ocean County; a critical section of our Route 73-Tacony Palmyra Bridge to Route 130 widening project in Burlington County; and the new Route 37 interchange at Seaside Heights in Ocean County.

Route 21 Freeway

On November 26 we announced plans for opening a one mile section of the new Route 21 Freeway in Belleville, Essex County. Actual opening of the $5,000,000 section of the 6-lane freeway will be next Friday (December 12).

This project was started in July 1957 and will provide two separate 38-foot wide concrete roadways separated by a center island.

There is a steel barrier to prevent headon accidents down the center of the island over a major portion of the job and 10 foot wide bituminous concrete shoulders will border each roadway to provide for emergency stops.

Another 1.3 miles of the Freeway immediately north of the section to be opened is now under construction.

CONSTRUCTION PROGRESS

Route 21 Freeway, contd.

During the current fiscal year we will undertake a $7,500,000 project that will connect the Freeway with Route 3.

Route 72-Manahawkin Causeway.

Construction operations on the Manahawkin Causeway reached a point December 2 where it was necessary that we divert traffic from the old causeway over the new 2400 foot long high level bridge. The traffic was for the first three days restricted to half the width of the new 60 foot wide bridge deck pending completion of the full width of temporary roadways that connected the bridge with the existing low level causeway.

The switch of traffic to the new bridge made possible a relocation of the inland waterway channel. In the past the channel was spanned by a low level drawspan over East Thorofare. The new channel will pass under the new main causeway bridge. Opening of the new main bridge to traffic will permit the contractor to cut through the old causeway's solid fill.

Only when the boats can be diverted to this new channel can construction of the new low level fixed span trestle over East Thorofare be completed.

The new $4-1/2 million main bridge will furnish a 60 foot wide dual roadway with a 3 foot wide sidewalk along each side.

CONSTRUCTION PROGRESS, contd.

Route 72-Manahawkin Causeway, contd.

It will have a 60 foot high fixed channel span over the relocated inland waterway and eliminate up to 3,000 annual bridge openings. Completion of the entire project which includes three intermediate trestles and connecting roadways is anticipated next Spring in time for summer traffic. The formal opening is scheduled for about May 25th.

Route 37 Interchange.

On December 5 we were able to put the new $2.9 million approach system to Seaside Heights into full operational use. The project, which was begun in September 1956, consisted of building a four lane divided highway from the eastern end of the Mathis Bridge to a modified cloverleaf interchange at Seaside Heights.

From the main interchange area divided roadways extend north and south along the shore line and make connections with Route 35 and Central Avenue in Dover Township and Bay View Avenue and Central Avenue in Seaside Park.

Route 73

The most critical section of our two mile Route 73 widening project was fully operational also on December 5.

The completed portion covers approximately the half mile between Broad Street, Palmyra, and the Tacony-Palmyra Bridge Plaza.

CONSTRUCTION PROGRESS, contd.

Route 73, contd.

In this area the former 3 lane roadway now consists of two 27 foot wide bituminous concrete surfaced roadways separated by a 2 foot high concrete barrier and flanked by 10-foot wide hard surfaced shoulders for emergency stops.

Similar construction is being carried out under the same contract as far as Route 130. Completion of the entire project is planned for next Spring. Weather conditions during the winter will prevent an earlier end to the work.

FEDERAL SURVEY

A five man survey team of the Bureau of Public Roads' main office in Washington will be surveying this Department for the next four to six weeks in connection with a nationwide study. We are the 27th state highway department to be surveyed.

The purpose of the survey is to analyze and evaluate state and federal procedures in the carrying out of the Federal Highway Program. The survey team will report directly to the Federal Bureau's district office which in turn will notify us as to their findings.

EMERGENCY PROGRAM

On November 25 this Department awarded the last of the 23 contracts that comprised the Federal Emergency Road Program authorized by 1958 Federal legislation. These jobs had to be under contract by December 1 in order to qualify for the 2/3 Federal aid financing provisions of the emergency program fund.

The grand total of the projects was $11,692,010.

Seven of the projects totaling $1,003,710 are improvements on the Secondary system and cost is shared by the Federal Government and the counties in which the improvements are to take place. Counties' share of the total cost is $338,810.

The bulk of the emergency program, 16 projects totaling $10,688,300, are improvements of the Primary and Urban Systems. The Department's share in the cost of those projects is $1,464,556.

Although the proportion of cost is 2/3 Federal and 1/3 State or County, we are able to finance much of this Department's share by taking advantage of "loan provisions" in the Federal legislation. Through this provision the Federal Bureau advanced $2,303,432 from future allocations to the Department and credited that amount to what would have been otherwise our full 1/3 share of the cost.

A listing of the projects and their costs follows:

EMERGENCY PROGRAM, contd.

County Projects:

S. Olden Avenue Extension, Mercer Co.	$55,770
Arena Drive, Mercer County.	160,110
Hamilton Street, Somerset County	111,600
Church Street, Camden County	139,110
Washington Ave. Bridge, Midd. & Som.Counties	165,300
Old Hook Road Extension, Bergen County	230,220
Watchung Rotary Interchange, Somerset Co.	141,600

State Projects:

Rte. U.S. 1, Stouts Lane-State Police Barracks	667,200
Rte. U.S. 1- State Police Barracks to Alexander Lane	789,400
Rte. U.S. 1- Jersey Ave. Connection	211,600
Rte. U.S. 46 - Union Blvd. to Valley Rd.	410,800
Albermarle St. to Plainfield Ave., Rahway (Rt.27)	42,300
Alexander Lane-N.J. Mtr. Testing Station (Rt.1)	955,700
Taunton Road to Wellington Avenue (Rt.30)	1,021,900
Wellington Ave. to F.A.I.-108 -Barrington (Rt.30)	824,700
Pine Street - Spring Valley Road (Rt.18)	812,900
Pine Street - Oldbridge Traffic Circle (Rt.18)	845,100
Beechwood Drive-Huyler Road (Rt.202)	737,000
Huyler Road - C.R.R. of N.J. (Rt.202)	795,300

EMERGENCY PROGRAM, contd.

State Projects, contd.

C.R.R. - Somerville Traffic Circle (Rt.202)	$705,600
East of Ewing Avenue-Colonial Road (Rt.208)	886,200
Cedar Hill Road - Russell Avenue (Rt.208)	395,800
Steeny Kill Lake-Clove Road (Rt.23)	586,800
	$ 11,692,010

In allocating this money we gave preference to "distress areas" and broke the projects down into comparatively small contracts enabling "small business" companies to bid on the program.

INTERSTATE ROUTE 80 PROPERTIES

The Department held a public auction in Bogota on November 25 to dispose of buildings on right-of-way acquired for future Interstate Route 80 (Bergen-Passaic Expressway).

At the sale all buildings located on 65 parcels of land in Ridgefield Park, Bogota and Teaneck were put on the block. In all, 15 homes and one garage were sold at a total return of $14,175. Of the balance of properties, we have firm offers on six that we will again put up for sale. The remainder will be made part of a demolition contract.

At times in the past the Department was criticized for demolishing buildings located within future highway limits.

INTERSTATE ROUTE 80 PROPERTIES, contd.

This sale, held in accordance with our regular department procedure to offer publicly all buildings we acquire, should assure no criticism when we proceed with demolition.

MEETINGS

November 20 - Attended the Delaware River Joint Toll Bridge Commission's regular monthly meeting. The annual budget was reviewed and passed in addition to other regular business.

November 24 - Submitted a paper on highway financing that was read at the annual conference of the American Association of State Highway Officials held this year in California. The paper reviewed not only our own but such other problems as the northeast area states have re finances.

November 25 - Completed our meetings with the State Budget Director concerning this Department's 1959-60 fiscal requirements.

November 26 - We were visited by Senator Cowgill with regard to highway matters in his area. Up for discussion were the improvements we are making on Route 73 in connection with Route 130.

December 1 - Our engineers and Senator Sandman met here for a discussion of the proposed Cape May-Lewes, Delaware ferry.

MEETINGS, continued

December 2 - Albert Mayer, a city planner of national stature, and others met with us to review planning problems of the metropolitan area of the State and particularly problems in the Newark area.

December 2 - The Commissioner addressed the Bergen County Grand Jurors Association.

December 4 - Reviewed the Bayonne Railroad bridge problem with bridge engineers and Port Authority representatives. Details of the meeting were furnished in a separate memorandum.

December 8 - The Commissioner met with the Governor's committee for discussion of problems connected with the Delaware Memorial Bridge.

Numerous other meetings were held with visiting mayors and other public officials as well as our customary staff meetings.

CONSTRUCTION BIDS RECEIVED

Nov. 12 -	Route U.S. 202 Dualization Huyler Road to east of Central RR of N.J. Branchburg and Bridgewater Townships Somerset County. *Thomas Nicol Co., Farmingdale	$ 723,277.88
Nov. 12 -	Route U.S. 1 Widening and Resurfacing Alexander Road to State Police Barracks W.Windsor & Plainsboro Townships Mercer and Middlesex Counties. *A.J. Cunningham & Sons, Trenton	870,275.51
Nov. 12 -	Route U.S. 30 Widening and Resurfacing Stratford, Somerdale, Magnolia, Lawnside and Barrington, Camden County. *Union Paving Co., Wynnewood, Pa.	749,808.33
Nov. 13 -	Route 78 Grading, Bridges & Incidental Paving Bloomsbury, Bethlehem and Union Townships, Hunterdon County. *Yonkers Contracting Co., New York	6,379,960.68
Nov. 18 -	Madison Avenue Construction Broadway to First Avenue Paterson, Passaic County. *Samuel Braen's Sons, Hawthorne	137,944.25
Nov. 18 -	Route 208 Grading, Paving and Drainage Wyckoff, Bergen County. *Samuel Braen's Sons, Hawthorne	369,884.30
Nov. 18 -	Route 208 Grading, Paving and Bridge Wyckoff Township and Franklin Lakes Bergen County. *Sette Engineering Co., Paramus	818,177.80
Nov. 18 -	Route U.S. 202 Dualization Bridgewater Township and Raritan Borough Somerset County. *Thomas Nicol Co., Farmingdale	641,486.53

CONSTRUCTION BIDS RECEIVED, continued

Nov. 25 -	Route 18 Grading, Paving and Bridge Madison Township, Middlesex County. *Michael J. Stavola, Inc., Red Bank	$ 774,822.36
Nov. 25 -	Route 23 Widening and Realignment Montague Township, Sussex County. *Peter W. Kero, Inc., Carlstadt	548,538.68
Dec. 2 -	Route 35 Victory Bridge fender repair Perth Amboy, Middlesex County. *Linde-Griffith Construction Co., Newark	9,110.00
Dec. 2 -	N.J. Teachers College, Montclair Grading-Paving, Driveways & Parking areas Essex & Passaic Counties. *Fallacara & DeBlasio, W. Orange	66,549.10
	Total Construction Bids Received	$ 12,089,835.42

CONTRACTS AWARDED

Nov. 14 -	Route 18 Grading, Drainage and Paving Madison Township, Middlesex County. Manzo Construction Co., Matawan	$ 746,545.59
Nov. 14 -	Route U.S. 202 Beechwood Dr. to Huyler Rd. dualization Branchburg Township, Somerset County. Franklin Contracting Co., Little Falls	670,198.45
Nov. 14 -	Route U.S. 30 Widening and Resurfacing Waterford Twp., Boroughs of Berlin, Stratford, Clementon, Lindenwold, Laurel Springs Camden County. Thomas Nicol & Co., Farmingdale	929,052.58
Nov. 19 -	Canoe Brook Road Reconstruction Millburn Township, Essex County Whippany Contracting Co., Hanover	394,819.90
Nov. 19 -	Route U.S. 30 Widening and Resurfacing Stratford, Somerdale, Magnolia, Lawnside and Barrington, Camden County. Union Paving Co., Wynnewood, Penna.	749,808.33
Nov. 21 -	Route U.S. 1 Widening and Resurfacing W. Windsor and Plainsboro Townships Mercer & Middlesex Counties. A.J. Cunningham & Sons, Trenton	870,275.51
Nov. 21 -	Route U.S. 202 Dualization Branchburg & Bridgewater Townships Somerset County. Thomas Nicol Co., Farmingdale	723,277.88
Nov. 24 -	Route 78 (F.A.I. 102) Bloomsbury, Bethlehem & Union Townships Hunterdon County. Yonkers Contracting Co., New York	6,379,960.68
Nov. 24 -	Route 208 Grading, Paving and Drainage Wyckoff, Bergen County Samuel Braen's Sons, Hawthorne	369,884.30

CONTRACTS AWARDED, continued

Nov. 24 -	Route 208 Grading, Paving and Bridge Wyckoff Township & Franklin Lakes Bergen County. Sette Engineering Co., Paramus	$ 818,177.80
Nov. 24 -	Route U.S. 202 Dualization Bridgewater Township & Raritan Borough Somerset County. Thomas Nicol Co., Farmingdale	641,486.53
Nov. 25 -	Route 18 Grading, Paving and Bridge Madison Township, Middlesex County. Michael J. Stavola, Inc., Red Bank	774,822.36
Nov. 25 -	Route 23 Widening and Realignment Montague Township, Sussex County. Peter W. Kero, Inc., Carlstadt	548,538.68
Dec. 1 -	Scudders Falls Bridge over Delaware River Lower Makefield Township, Bucks County, and Ewing Township, Mercer County. The Conduit & Foundation Corp., Phila.	1,675,895.00
Dec. 3 -	Route 35 Victory Bridge fender repair Perth Amboy, Middlesex County. Linde-Griffith Construction Co., Newark	9,110.00
Dec. 5 -	Madison Avenue Construction Broadway to First Avenue Paterson, Passaic County. Samuel Braen's Sons, Hawthorne	137,944.25
	Total contracts Awarded	$ 16,439,797.84

BIDS TO BE RECEIVED

Dec. 16 - Route 78
Construction of bridges over Central Railroad
of New Jersey and Lehigh Valley Railroad.
Bloomsbury, Bethlehem Township
Hunterdon County.

Dec. 23 - Palisades Interstate Parkway
Aluminum chain link fence.
Fort Lee, Englewood Cliffs and Tenafly
Bergen County.

Dec. 23 - Route U.S. 1
Reconstruction of balustrades
Bevan Street to Palisade Avenue
Jersey City, Hudson County.

Dec. 30 - Route 208
Grading, Paving, Bridge and Walls
Borough of Hawthorne, Wyckoff Township,
Passaic and Bergen Counties.

Dec. 30 - Route U.S. 1 & 9
Center Island Closings & Turnarounds
Woodbridge Township, Middlesex County

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M., DEC. 4.

1958
SNOW REMOVAL - 1958-59

CAPTION

New Jersey State Highway Department workers put the finishing touches to a new two-way short wave radio installation that will keep this huge snow plow in contact with headquarters while on the job this winter. Similar installations made this year are expected by the Highway Department to greatly increase the effectiveness of its equipment. Total installations in Highway Department vehicles used in snow and ice control work now number more than 200.

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WALTER

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M., DEC. 4

1958

SNOW REMOVAL - 1958-59

Trenton, Dec. 4.- State Highway Commissioner Dwight R. G. Palmer today announced his Department has entered this winter's snow and ice season with expanded forces, improved equipment and newly adopted techniques.

He warned, however, that much of the responsibility for keeping traffic moving on snow or ice covered highways will still rest with individual car and truck operators. He urged those who have not already done so to immediately equip their vehicles with snow tires or tire chains.

According to Commissioner Palmer his Department's preparations for this winter have been under way since early summer and feature three principal areas of improvement:

(1) Conversion of nearly 400 pieces of equipment to permit statewide salt spreading as well as regular sanding operations for the first time in Departmental history;

(2) Expansion of the Department's own short wave radio net for early relay of storm warnings to field forces and to enable rapid shifting of manpower and equipment during storms;

(3) Bolstering last year's total of available Department equipment and increasing the number of "on call" truck-mounted plows.

For the third consecutive year, to assure early advance warning of impending bad weather that might create dangerous driving conditions, the Department has "backed up" reliance upon special U.S. Weather Bureau forecasts by contracting with the Northeast Weather Service, of Lexington, Mass., for around-the-clock forecasting service and special alerts during periods of rapid weather changes.

1958
SNOW REMOVAL - 1958-59

A Highway Department spokesman said conversion of abrasives spreading truck attachments to permit them to be also used for spreading rock salt on a statewide basis was begun last summer. The changeover came as the result of experiments conducted last winter by the Highway Department.

Rock salt is to be used in elimination of sheet ice and preventing formation of hard mats of compacted snow during plowing operations. The Department has made provisions for spreading 14,000 tons of rock salt if it is needed.

In addition to the rock salt the Department anticipates using about 75,000 cubic yards of sand, cinders and other gritty abrasives. These are spread to provide traction on ice or glazed snow areas until they can be removed.

Expansion of the short-wave radio network has been accomplished by adding new sending and receiving units to larger pieces of key equipment and shifting existing radio units from summer use vehicles to snow removal trucks. In all there will be over 200 mobile radio units in use during statewide storms.

Personnel to man the plows, spreaders, and complimentary equipment, and to supervise the task during and after storms will number more than 2,500 this year. This is an overall increase of about 200 men.

Where the Department last year could muster 1,188 pieces of equipment it will this season be able to field 1,423 plows, spreaders, scrapers, loaders and extra heavy duty snow fighting rigs.

Approximately 100 more privately owned trucks on contract with the Highway Department will have Department plows mounted on them for "standby service." This equipment, totaling 356 manned units in all this year, is available to the Department on one hour notice.

This notice will be given well in advance of the time when their actual use is anticipated, a Department spokesman said. Notice, based on advanced warnings from the Department's forecasting services, may be given three to six hours before the plows are to be needed.

Departmental snow and ice control forces in the northern third of the state have already been pressed into service. Last Friday patrols and sanding operations worked throughout the day until early snow flurries turned into rain.

Shortly after 10 p.m. on Saturday they again were called out for similar duty and stayed on the job until as late as 6 a.m. on Sunday.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 72 MANAHAWKIN
CAUSEWAY BRIDGE

Trenton, Dec. 3.- The State Highway Department, weather permitting will put its new $4\frac{1}{2}$ million main Manahawkin Causeway bridge into full traffic use Friday. The bridge is part of a new two-mile long causeway now under construction by the Highway Department across Barnegat Bay, between Hilliard and Ship Bottom, in Ocean County.

Partially completed temporary roadways allowed limited public traffic use of the 2,400 foot long structure to start Tuesday afternoon. Pending completion of these temporary roadways, which connect the new bridge to portions of the old causeway still in use, traffic will be restricted to half of the bridge's 60 foot wide deck.

The bridge opening was effected to permit relocation of the present inland waterway channel under the new main span. This in turn will allow completion of a new fixed span trestle across the present inland waterway channel, another part of the overall causeway construction.

In addition to the new main bridge, the two-mile causeway will include three smaller trestles. One at Hilliard, a second at West Thorofare and the third at East Thorofare, the present inland waterway channel. They will be connected, along with the new main bridge, by a four-lane dual highway.

Completion of the three trestles and permanent connecting roadway is expected by next June, in time for heavy summer traffic. Overall cost of the completed causeway, including all structures, is expected to exceed $8 million. Initial construction was begun by the Highway Department slightly more than three years ago.

1958
ROUTE 72 - MANAHAWKIN
CAUSEWAY BRIDGE.

The new bridge opened yesterday is of steel girder construction with a concrete deck that will provide a 60 foot wide dual roadway with a 3 foot wide sidewalk along each side. It will have a 60 foot high fixed channel span over the relocated inland waterway that will eliminate up to 3,000 annual bridge openings. Frequent openings required of the old causeway's low level channel span seriously retarded traffic flow of approximately 20,000 cars a day during summer months.

Intermediate trestles of the new causeway, now under construction, are of prestressed concrete girder construction on timber pilings and supporting a concrete deck. Hilliard trestle will be approximately 468 feet long, the West Thorofare trestle 360 feet long, and the East Thorofare trestle 478 feet. Minimum underclearance above mean high water at the Hilliard and East Thorofare structures will be 14 feet 11 inches and 17 feet 3 inches respectively. Minimum underclearance at the West Thorofare trestle will be 12 feet 10 inches.

The new dual roadways will each be 28 feet wide, separated by a 20 inch high reinforced concrete barrier curb at some locations and a variable width conventional earth center island at others. They will be bituminous concrete surfaced and flanked by 10 foot wide hard surfaced shoulders along their outer edges to permit safe off-the-highway emergency stops.

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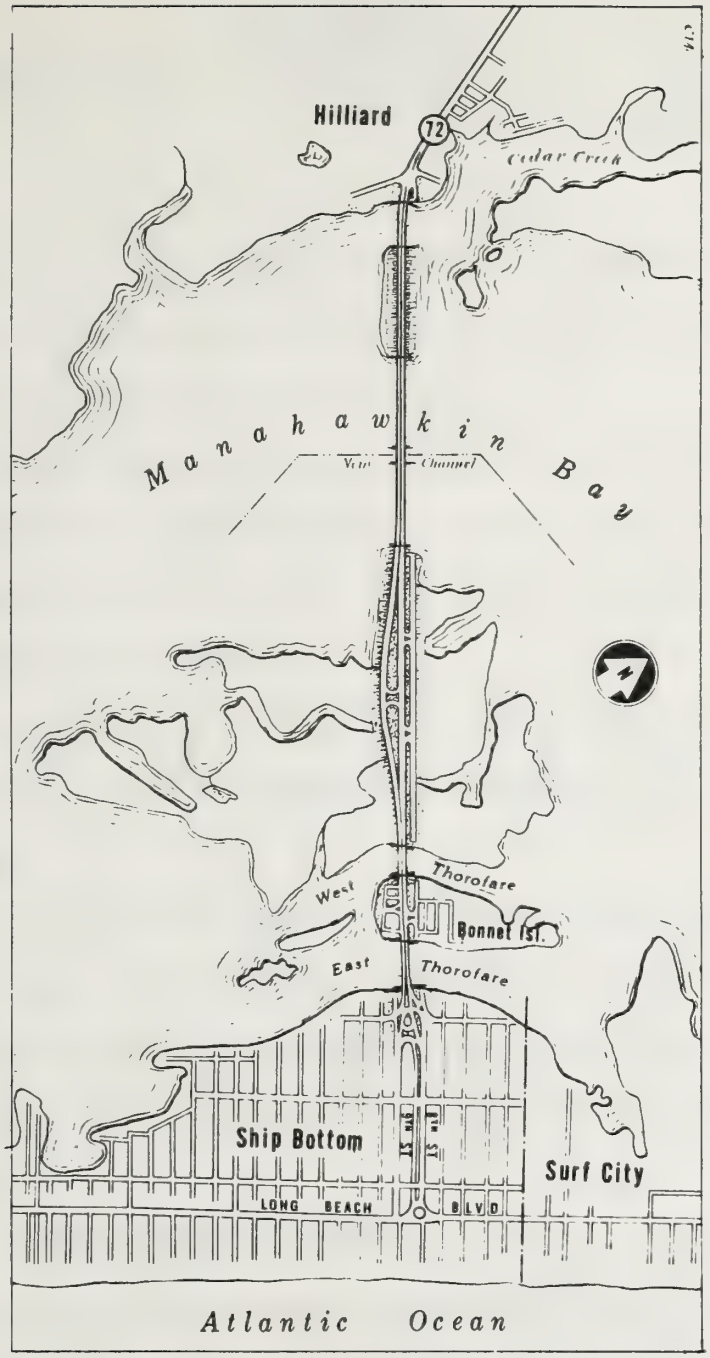

MANAHAWKIN CAUSEWAY NOW UNDER CONSTRUCTION.

New Main Bridge opened to traffic December 5, 1958.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS.P.M., DEC. 4.

1958
ROUTE 37 - SEASIDE
HEIGHTS BRIDGE

Trenton, Dec. 4.- The State Highway Department expects to put its new $2.9 million Route 37 approach system to the Seaside Heights area of Ocean County into full operation by tomorrow night.

According to a Highway Department spokesman only bad weather today and tomorrow, or a breakdown in material supply, each of which might affect final blacktopping operations now under way, could prevent opening all roadways to traffic use during Friday afternoon.

The project was begun by the State Highway Department in September, 1956, and will be finished within the working time allowed in the contract, according to the Department.

The project consisted of building a four-lane divided highway across Pelican Island from the Route 37 Barnegat Bay Bridge (Mathis Bridge) to a modified cloverleaf interchange at Seaside Heights. The interchange was constructed on a filled-in portion of Barnegat Bay adjoining Bay Boulevard, Seaside Heights' most westerly street.

From the main interchange area divided roadways extend north and south along the new shore line to form connections with State Highway Route 35 and Central Avenue in Dover Township, and Bay View Avenue and Central Avenue in Seaside Park.

Entrances to Seaside Heights will be provided from Bay Boulevard, Central Avenue and Route 35. The roadway design will permit rotary turning movement of traffic at both ends of the project. All pavements are bituminous concrete surfaced.

1958
ROUTE 37 - SEASIDE HEIGHTS
BRIDGE

As part of the project a narrow wooden trestle that connected Pelican Island and Seaside Heights, originally built in 1913 as a toll bridge, was replaced by a solid fill causeway and an 80 foot long bridge that will permit passage of small boats.

Traffic was carried through the construction area throughout the entire period that road and bridge building operations were under way. The Department spokesman said this was made possible by the employment of "stage" construction by the Department and "excellent cooperation extended by local and State police during periods of heavy traffic volumes."

A special temporary roadway was built by the Department and used for several months to carry Route 37 traffic through the work area, principally serving to clear the way for constructing the new main bridge that is located in the heart of the new interchange.

The spokesman said subsequent Highway Department construction programs will carry the dualization westerly to the Garden State Parkway. This dualization, which would also hook up with a proposed new Route 37 Freeway west of the Parkway and lead to the Trenton area, is planned as part of the Highway Department's master plan for bringing the State Highway system into line with anticipated 1975 traffic needs.

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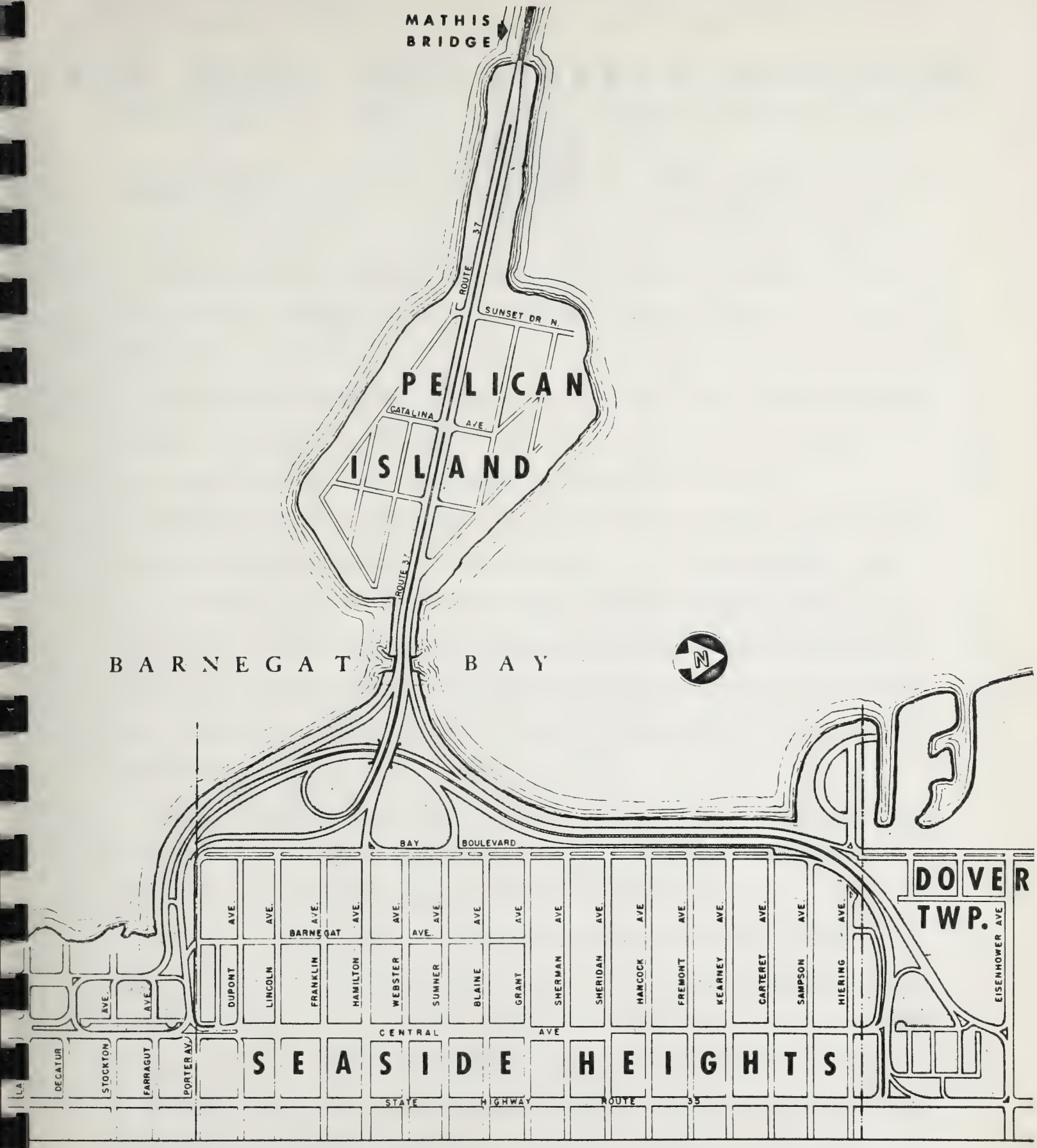

ROUTE 37 Interchange at Seaside Heights, Ocean County.
Put into full operational use December 5, 1958.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE.

1958
ROUTE 21 BELLEVILLE
COMPLETION

Trenton, Nov. 26.- The State Highway Department plans to open a new one mile $5 million section of Route 21 Freeway in Belleville, Essex County, within two weeks.

According to a Department spokesman the state will forego formal ceremonies in favor of throwing the six-lane freeway open to traffic at the earliest possible moment in the interests of safety and public convenience.

The section to be opened begins just south of William Street and continues to north of Roosevelt Avenue, both in Belleville. The project was begun July 1957. In order to put the section to early use temporary connections to existing Main Street will be provided north of Roosevelt Avenue. Workmen are presently completing a few remaining areas of topsoiling, guardrail and curbing. They will erect temporary traffic signals at the northerly junction with Main Street before the roadways are opened.

Actual opening of the Freeway section is expected late Thursday (Dec. 11) or during Friday (Dec. 12), depending on completion of the "clean-up operations" and erection of the traffic signals, according to the Department.

The Freeway will provide two separate 38 foot wide concrete roadways separated by a center island. For the first 2,500 feet north of William Street the center island will be concrete, four feet wide bordered by 10" high concrete curbing. For the balance of the project's length the island will be earth, 10 feet wide, with a dual-faced steel beam guard rail down its center to prevent any possibility of head-on collisions by crossing the center island.

Bituminous concrete shoulders will border each roadway through the major portion of the completed section. They will be 10 feet wide to permit safe emergency stops.

1958
ROUTE 21-BELLEVILLE
COMPLETION

There are ramp connections between Main Street and the southbound freeway roadway opposite Terry Street. Another ramp will connect the northbound freeway lanes with Main Street at the foot of Little Street. Bridges carry the freeway over Rutgers Street and the Terry Street ramp connection.

As a flood control measure the project included relocating and deepening the Passaic River channel from approximately 160 feet north of the Belleville Turnpike Bridge to a point 1,100 feet upstream.

The one-mile section to be opened next week is part of an overall State Highway Department project aimed at extending the Route 21 Freeway to proposed Interstate Route 80 near Paterson, in Passaic County.

Early construction resulted in improving existing Route 21 from Clay Street to a point beyond Herbert Place in Newark, a distance of 1.2 miles. In the area between Herbert Place, Newark, and William Street, Belleville, a distance of 1.2 miles, it is planned to provide a new northbound roadway along the Passaic River and maintain existing Route 21 as a one way southbound roadway.

Public hearings have been held for the sections in Newark, Belleville, Nutley and Clifton. The alignment north of the Passaic-Clifton line is under study. Several alternate alignments are being studied.

Construction now under way and included in this year's program totals 3.2 miles. Under the 1956-57 construction program, the first contract was awarded for construction of this route from William Street, Belleville, to Roosevelt Avenue, Belleville. It was awarded to the Franklin Contracting Company, of Newark, on its bid of $5,092,637.

Under the 1957-58 construction program, a contract was awarded to Geo. M. Brewster & Son, of Bogota, for the construction of a section from Roosevelt Avenue, Belleville, to Highfield Lane, Nutley. The low bid on this 1.3 mile project was $2,815,380.

1958
ROUTE 21-BELLEVILLE
COMPLETION

The 1958-59 construction program provides for the extension of Route 21 to Route 3. Included in this project, which is estimated to cost approximately $7.5 million is the construction of a major interchange with Route 3. The approximate one mile long project is expected to be advertised for bids by July 1, of 1959.

A Highway Department spokesman anticipated that the next construction, after the Route 3 interchange project, will be between William Street, Belleville, and Herbert Place, Newark.

The Department at this time has no set schedule for completion of the route northerly from Route 3, but it does intend to proceed under future programs in successive steps in that direction. The approximate distance that will be involved in extending the freeway from Route 3 to Route 80 (F.A.I.101) is 5.5 miles.

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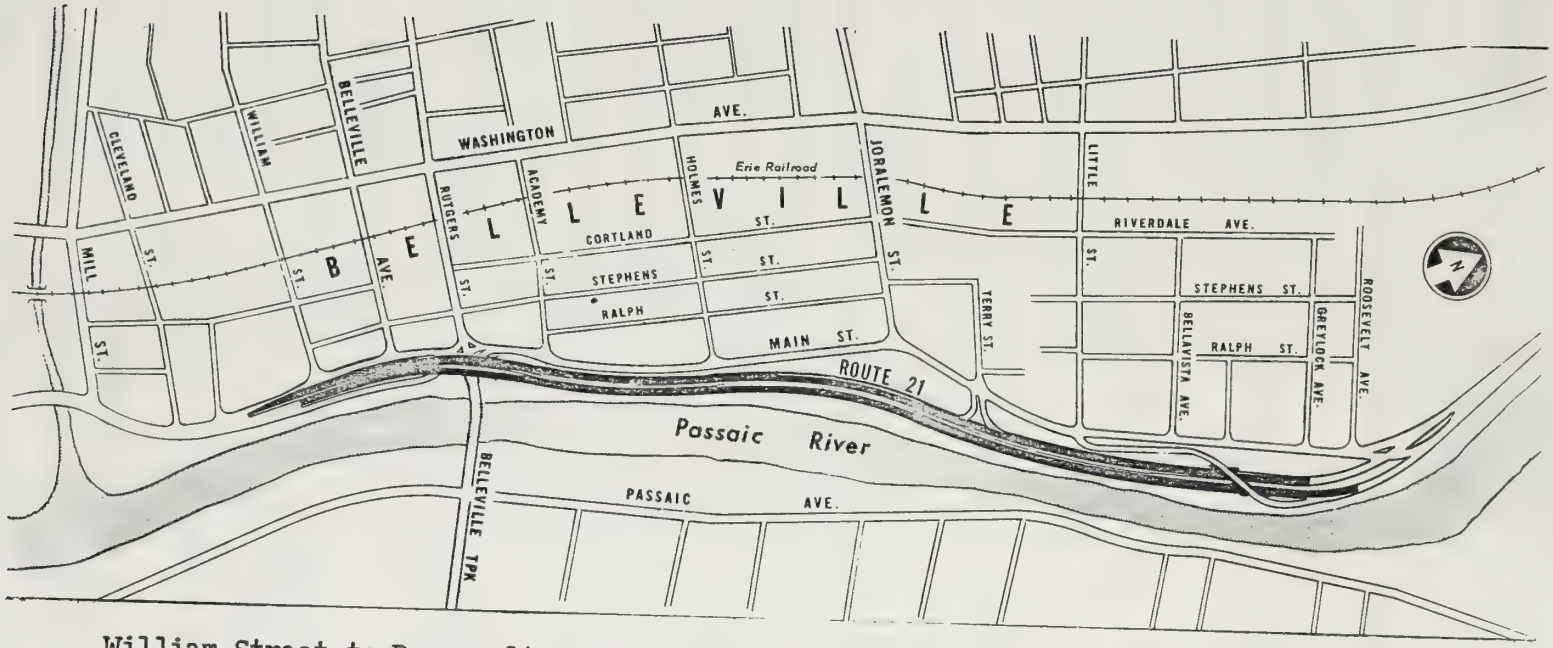

William Street to Roosevelt Avenue, Belleville, Section of Route 21 Freeway to be opened for traffic Friday, December 12, 1958.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
RIGHT OF WAY AUCTION
Bergen County.

Trenton, Nov. 20.- On November 25 the State Highway Department will offer at public auction all buildings located on 65 Ridgefield Park, Bogota and Teaneck land parcels it has thus far acquired for construction of the Bergen-Passaic Expressway portion of Interstate Route 80.

The sale, scheduled to start at 10:30 a.m., will be held in a Highway Department field office at 239 Fairview Avenue, Bogota. The State offered 39 properties at a similar sale on October 29.

A Department spokesman said the purpose of the sales is to afford anyone who might be interested a chance to buy any of the buildings before they are scheduled by the Department for demolition. A requisite of the sale is that the buildings bought must be removed by the purchaser from the future freeway's right of way limits upon 10 days notice after the transaction is final.

Of the 65 properties involved, 19 are located in Ridgefield Park, 30 are located in Bogota, and 16 in Teaneck. Only three are presently occupied. About half of the properties were offered at the last sale but brought no bidders. They are being re-offered, the spokesman said, in order that the Department can be doubly sure that there are no would be purchasers.

Where more than one building is located on a single property they will be offered as a unit, according to the Department, but if they fail to bring a bid each building will be offered separately.

The successful bidder will be required at the sale to pay 25 percent of the amount of his bid in cash or certified check drawn to the order of the Highway Department. The balance of his bid must be paid either by cash or certified check to the Department within three days after the sale.

Information as to location of individual buildings to be offered at the sale may be obtained by prospective buyers at the Department field office in Bogota. (239 Fairview Avenue).

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NOTE TO EDITORS:

Attached is a complete listing of the location of buildings to be offered. It may be used with your story, if you wish.

LIST OF BUILDINGS TO BE SOLD AT PUBLIC AUCTION ON TUESDAY, NOVEMBER 25, 1958 AT 10:30 A. M. AT 239 FAIRVIEW AVENUE, BOGOTA, NEW JERSEY

RIDGEFIELD PARK

35 First Street
37 " "
43 " "
53 " "
135 Second Street
139 " "
145 " "
234 Third Street
238 " "
243 " "
245 " "
246 " "
250 Fourth Street
252 " "
257 " "
258 " "
343 Fifth Street
346 Fifth Street
158 Sixth Street

BOGOTA

194 Fairview Ave.
238 " "
248 " "
251 " "
252 " "
254 " "
259 " "
267 " "
105 North Avenue
115 " "
133 " "
137 " "
141 " "
173 " "
177 " "
181 " "
185 " "
197 " "
201 " "
205 " "
209 " "
213 " "
229 " "
235 " "
241 " "
245 " "
249 " "
253 " "
257 " "
261 " "

TEANECK

22 Teaneck Road
48 Teaneck Road
11 Park Avenue
22 Park Avenue
32 Park Avenue
3 Tessen Street
7 " "
8 " "
12 " "
19 " "
23 " "
27 " "
31 " "
40 " "
58 " "
71 " "

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE

TUxedo 2-3000 - Ext. 431-432
1958
ROUTE 30 BIDS
Camden County.

Trenton, Nov. 12.- The Union Paving Co., of Wynnewood, Pa., submitted the lowest of five competitive bids received by the State Highway Department today on the second of two projects scheduled to convert nine miles of Route 30 in Camden County to a 4-lane highway.

The firm's bid was $749,808.33. Other bidders were: Thomas Nicol Co., Farmingdale, $790,990.92; Edw. H. Ellis & Sons, Merchantville, $836,042.59; Bancheri Construction Co., Hammonton, $842,154.52; F.A. Canuso & Sons, Philadelphia, $859,124.97.

The work area covered in today's bidding is four miles long. It extends from Bell Road, at Interstate Route 295 in Barrington, through Lawnside, Magnolia, Somerdale, ending at Wellington Avenue, Stratford.

In addition to widening the highway to 46 feet, the roadway will be resurfaced with bituminous concrete and new curbs and drainage systems will be constructed. The existing roadway pavement accommodates only three traffic lanes in its total 30 foot width.

The project is being carried out by the State Highway Department as part of its coordinated program of statewide highway improvement aimed at bringing the present State Highway system up to anticipated 1975 safety and traffic capacity needs. The Federal Government will share two-thirds of the project's cost.

The first Route 30 improvement project to be undertaken was five miles long, stretching from Wellington Avenue through Laurel Springs, Lindenwold, Clementon, Berlin and ending at Taunton Road near Route 73 in Waterford Township. Bids were received November 7.

The work of each contract is to be completed by September 1, 1959. Traffic will be maintained through the construction area on existing, new and temporary pavements during the entire construction period.

Special provisions will be made for handling traffic during periods when peak traffic loads are anticipated.

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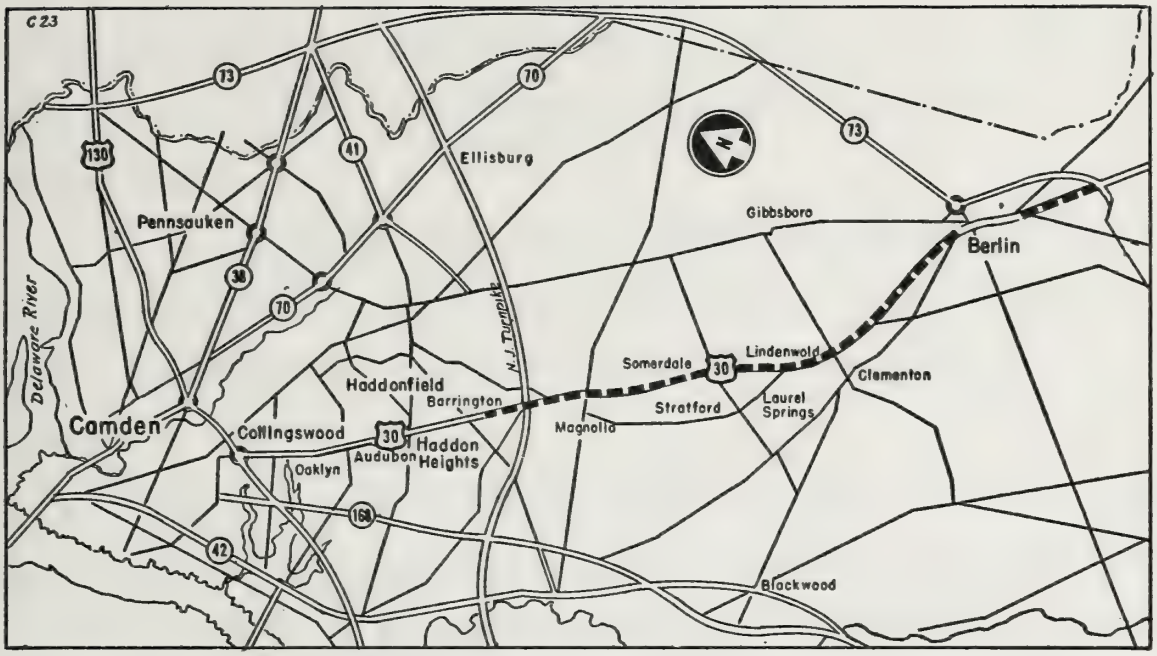

ROUTE 30 - Camden County. Construction Area.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 73

Trenton, Dec. 5.- The State Highway Department announced today it has completed all construction work within the most critical portion of its Route 73 widening project between the Tacony-Palmyra Bridge and U.S. Route 130 in Burlington County.

According to a Highway Department spokesman the completed portion of the overall two-mile project extends from the bridge plaza to Broad Street, a distance of approximately one-half mile through the more heavily used part of the highway.

In this area the former three-lane roadway now consists of two 27 foot wide bituminous concrete surfaced roadways separated by a 2 foot high concrete barrier and flanked by 10 foot wide hard surfaced shoulders for emergency use.

Construction of a new jug-handle left turn facility along the north side of the highway midway between Broad Street and the bridge is also complete except for erection of traffic signal controls.

Between Broad Street and Route U.S. 130 construction operations are proceeding on schedule, the Department spokesman said. The Department aims to have the entire project completed during next Spring.

Present operations in this area include construction of concrete center barriers, placing new base course materials for the widening and four more jug-handles, and extending the new bituminous pavement surface.

The overall project is rated by the Department as being approximately 50 percent completed at this time.

The project is being carried out as part of the Highway Department's master plan for improving and extending the State Highway system to match 1975 traffic needs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE

TUxedo 2-3000 - Ext. 431-432
1958
ROUTE 202 BIDS

Trenton, Nov. 12.- Thomas Nicol Co., of Farmingdale, submitted the lowest of nine competitive bids received by the State Highway Department today on the second of three projects to be undertaken this month to dualize five miles of Route 202 immediately west of Somerville, Somerset County.

The firm's bid was $723,277.88. Other bidders were: Public Constructors, Inc., Blackwood, $738,814.24; Franklin Contracting Co., Little Falls, $759,498.86; L. Zimmerman & Sons, Hillside, $773,944.39; Willis, Paul & Proctor, Branchville, $775,937.03; Brann & Stuart Co., Trenton, $777,540.43; Weldon Contracting Co., Westfield, $787,059.22; J.F. Chapman & Son, Hillside, $837,673.06; Peter W. Kero, Inc., Carlstadt, $840,663.12.

The project bid on today is 1.3 miles long, extending from Huyler Road in Branchburg Township to 700 feet east of the Central Railroad in Bridgewater Township. The major portion of the contract work will consist of building a new 25 foot wide two-lane westbound roadway that will have a 10 foot wide outside shoulder. It will be separated from the present roadway by a 25 to 30 foot wide center island that will have a minimum of openings through it.

Another phase of the work will be installation of new storm drains and replacing sections of existing eastbound roadway pavement that have deteriorated since their original construction.

The work will also include major intersection revisions at River Road and Milltown Road. Also the existing highway bridge over the north Branch of the Raritan River will be widened an additional 45 feet. The intersection revision at River Road will consist of installing center island left turn slots and off-the-road jug-handles for turnaround movements.

1958
ROUTE 202 BIDS

At the new Milltown Road intersection no left turns from the highway will be permitted. Instead full jug-handles will be combined with the existing road to handle the movement.

Bids were received by the State Highway Department November 7 on the first of the three Route 202 improvement projects. The road section included was 1.7 miles long, extending from Beechwood Drive to Huyler Road, all within Branchburg Township.

The third project will extend from 700 feet east of the Central Railroad to the Route 28 traffic circle. It will be partly within Bridgewater Township and the Borough of Raritan. Bids will be received on this two mile section on November 18.

All of the projects are to be completed before December 1, 1959, in accordance with Federal provisions regarding the special matching funds being utilized by the State Highway Department to finance the projects.

All bids will be reviewed by Federal Bureau of Public Roads and State Highway Department engineers before the project bid on today is awarded.

The overall dualization of Route 202 from Somerville to Lambertville is called for as part of the Highway Department's master plan for gearing existing State highways to 1975 traffic needs.

Dualization of a 2.3 mile section of the route, from the Flemington Circle to the South Branch of the Raritan River, is now under way in Hunterdon County. The Department let the contract for this work last July and the project is now more than 1/3 complete.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 202 BIDS

Trenton, Nov. 18.- The Thomas Nicol Co., of Farmingdale, submitted the lowest of five bids received by the New Jersey State Highway Department today for dualizing two miles of Route 202 immediately south of its intersection with Route 28 in Raritan Borough, Somerset County.

The firm's bid was $641,486.53. Other bidders were: Franklin Contracting Co., Little Falls, $652,081.25; L. Zimmerman & Sons, Hillside, $687,518.62; Weldon Contracting Co., Westfield, $698,555.97; Peter W. Kero, Inc., Carlstadt, $753,966.18.

The Route 202 dualization project bid on today is the third to be undertaken by the Highway Department this month. When it is awarded, after a review of all bids by State Highway and Federal engineers, Route 202 mileage under re-construction will be 7.3 miles.

A contract let last July by the Highway Department accounted for 2.3 miles of dualization, from the Flemington traffic circle to the South Branch of the Raritan River, in Hunterdon County.

Last Wednesday (Nov. 12) bids were received by the Highway Department for 1.3 miles of similar Route 202 construction in Somerset County. The project limits extend from Huyler Road in Branchburg Township to 700 feet east of the Central Railroad Crossing of the route in Bridgewater Township.

Bids were received November 7 on an adjacent 1.7 mile reconstruction section of the route, from Beechwood Drive to Huyler Road in Branchburg Township.

Although the major portion of the projects will consist of building a new 25 foot wide two-lane westbound roadway that will have a 10-foot wide outside shoulder, the work also includes construction of several left turn slots and jug-handle turnarounds. The left turn slots will be constructed in the new 25 to 30 foot wide center island at principal intersections along the five mile stretch of highway.

1958
ROUTE 202 BIDS

The jug-handle turnarounds will be built at various intervals. The combination of center island slots and jug-handles will permit left turns and allow traffic to reverse its direction from outside moving traffic lanes.

Another phase of the work will be installation of new storm drainage, widening existing bridges and culverts to accommodate the new westbound roadway, and replacing sections of existing eastbound roadway pavement that have deteriorated since their original construction.

In addition to the new roadway, drainage and repair work of the project bid on today, the contract will include construction of left turn slots and jug-handle turnarounds in the vicinity of the Radio Corporation of America plant and the Ortho Pharmaceutical Corporation. Also, the existing First Avenue intersection in Raritan will be completely revised to incorporate jug-handles for left turns and turnarounds.

All of the projects are to be completed before December 1, 1959, in accordance with Federal provisions regarding the special matching funds being utilized by the State Highway Department to finance the projects.

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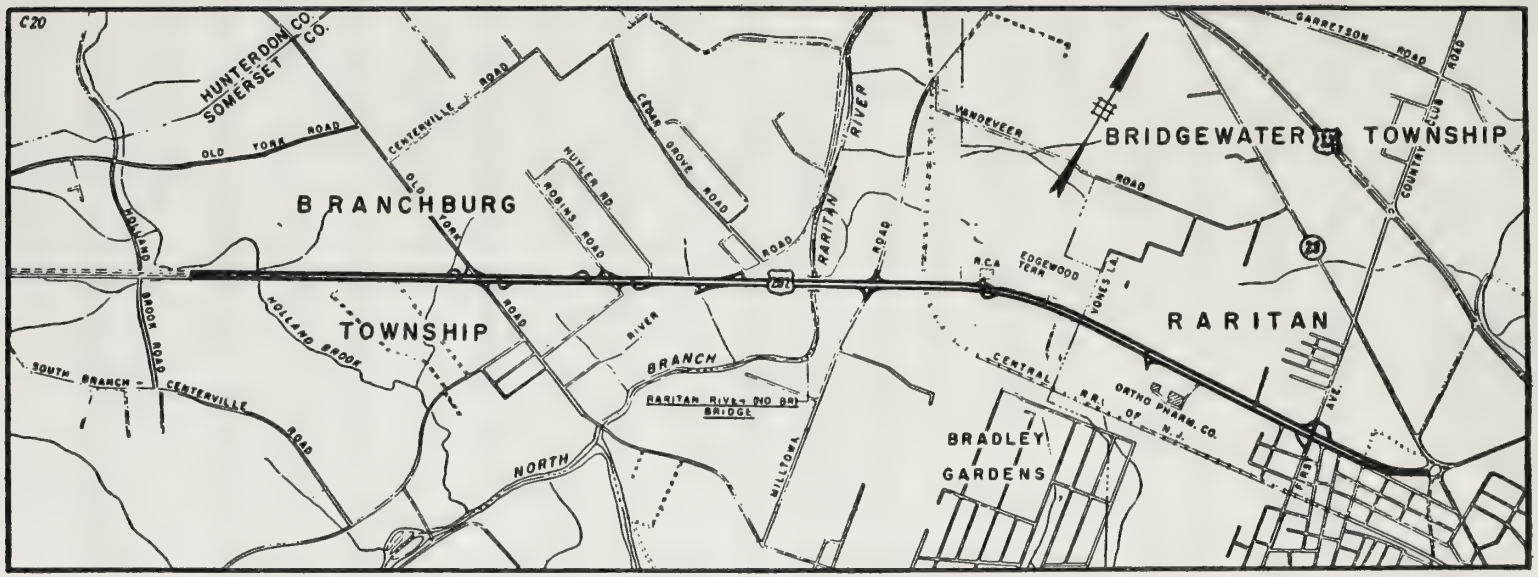

ROUTE 202 - Somerset County. Construction Area.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 78 (F.A.I.-102) BIDS

Trenton, Nov. 13.- The Yonkers Contracting Co., New York, with a bid of $6,379,960.68, made the lowest offer of 11 received today by the New Jersey State Highway Department for preliminary grading, drainage and construction of five bridges for 4.8 miles of future Interstate Route 78 through the Jugtown Mountain area of Hunterdon County, west of Clinton.

The project is the largest single earth-moving job ever to be undertaken by the Highway Department in a single contract over a 40 year period.

Other bidders were: C.J. Langenfelder & Son, Baltimore, Md., $6,677,985.68; Geo. M. Brewster & Son, Bogota, $6,849,886.96; L.G. Defelice & Sons, North Haven, Conn., $6,932,724.86; Glasgow, Inc., Glenside, Pa., $7,116,237.01; Merritt, Chapman & Scott Corp., New York City, $7,397,292.12; John Arborio, Inc., Poughkeepsie, N.Y., $7,880,242.30; Western Contracting Corp., Sioux City, Iowa, $8,176,500.32; Elmhurst Contracting Co., Corona, N.Y., $8,358,264.75; S.J. Groves & Sons Co., Woodbridge, $8,581,082.51; Weldon Contracting Co., Westfield, $8,651,360.15.

The proposed construction will extend from the easterly end of present Interstate Route 78 grading and paving between Still Valley and Bloomsbury, easterly to beyond Pattenburg Road. There it will meet the presently dualized portion of Route U.S. 22. The Freeway section lies partly in the Borough of Bloomsbury and Bethlehem and Union Townships.

The project will include excavation of more than 3-1/2 million cubic yards of combined rock, shale and earth.

The graded width, to permit future construction of dual 25 foot wide roadways separated by an 84-foot wide center island and bordered by 12-foot wide shoulders and 10-foot berm areas, will be a minimum of about 140 feet.

Grading will extend to a total width of 600 feet at some locations where long embankment slopes are necessary.

A separate road paving contract will be let when the grading project nears completion. The section is part of a 68 mile freeway that will cross New Jersey from the Holland Tunnel to the Delaware River at Phillipsburg.

Estimated cost of Interstate Route 78 in New Jersey is $388.5 million. It will be part of a 41,000 mile nationwide network of Interstate and Defense Freeways that will link 90 percent of this country's largest industrial and population centers.

As part of the construction work of this contract a 1200 foot long section of Turkey Road will be shifted 50 feet west of its present location. Approximately 2,500 feet of existing Tunnel Road will also be relocated. It will be shifted westerly about 600 feet. Both are being relocated to better accommodate their being overpassed by the Freeway and will be surfaced with bituminous concrete. The Turkey Hill roadway will be 25 feet wide and Tunnel Road will be 24 feet wide with 8 foot shoulders.

Also to be built is a 6,800 foot long, 22-foot wide service road that will parallel the southerly side of the freeway from Pattenburg Road to the west. It will be surfaced with bituminous concrete, and prevent land-locking property adjacent to but beyond the freeway limits.

A shorter service road, leading from Pattenburg Road to an existing church on the south side of the new route about 1,300 feet east of Pattenburg Road, will also be built. It will be 24 feet wide, bituminous concrete surfaced, with 8 foot wide improved shoulders.

1958
ROUTE 78 (F.A.I.102) BIDS

Five bridges will be included in the contract. They will carry the future freeway over Turkey Hill Road, Tunnel Road and two small streams, and carry Pattenburg Road over the freeway.

Two other bridges within the limits of the project will be constructed under a separate contract. They will take the future interstate route over the Lehigh Valley and Central Railroads.

All of the work of the record breaking contract is to be completed in 440 working days. A Department spokesman said a working day is considered to be any day, exclusive of Saturdays, Sundays or legal holidays, when weather conditions permit the contractor to utilize at least half of his working force.

All of today's bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

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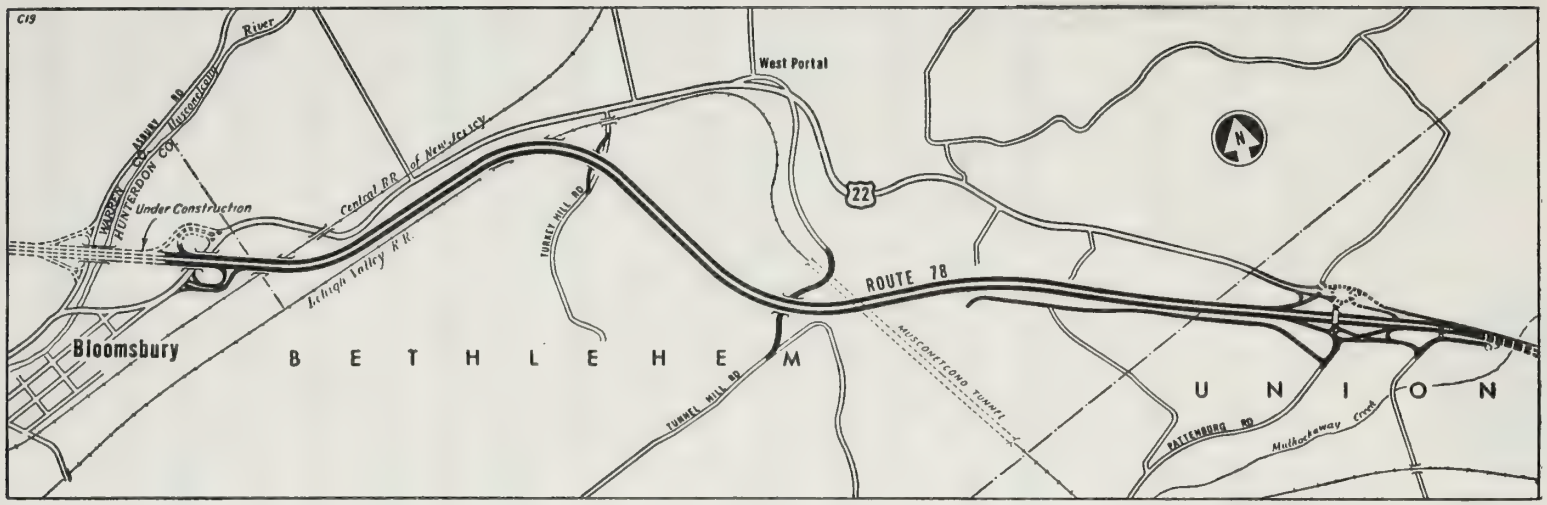

ROUTE 78 (F.A.I. 102)

BIDS RECEIVED NOVEMBER 13, 1958. CONTRACT AWARDED 11/24/58.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE U.S. 1 BIDS
Mercer-Middlesex Counties.

Trenton, Nov. 12.- An $870,275.51 bid by a Trenton firm, A.J. Cunningham & Sons, was the lowest of three received by the State Highway Department today on its fifth Route U.S. 1 safety rehabilitation jobs in Middlesex and Mercer Counties since July.

Other bidders were: Kingston Bituminous Products Co., Kingston, $874,311.14; The Conduit & Foundation Corp., Philadelphia, $884,655.25.

The proposed 3 mile contract will bring the total length of Middlesex and Mercer County Route 1 now under reconstruction to 16 miles. A sixth contract is expected to get under way this winter and extend the safety rehabilitation work to Colonial Lakelands on the outskirts of Trenton.

Today's bids were for construction between the State Police Barracks at Plainsboro and Alexander Road in West Windsor. Part of the project consists of cutting the two Route 1 mainline roadways directly through existing Penns Neck traffic circle and installation of traffic signal controls.

All of the projects under way and planned call for removal of the existing 12 foot wide grassy center island and substituting in its place a 20 inch high solid concrete center barrier. Openings in the barrier, which has proved nearly 100 percent effective in preventing head-on collisions on more than 40 miles of the State Highway system, will be provided only opposite off-the-road jug-handle left turn and turnaround facilities.

There are 37 separate jug-handles included in construction now under way. They are usually constructed in pairs, one to serve each direction of highway traffic.

1958
ROUTE U.S. 1 BIDS
Mercer-Middlesex Counties.

Another eight will be built as part of the project now under advertisement and there will be eight built as part of the future 2.7 mile Bakers Basin to Colonial Lakelands project.

The Route 1 work will result in extending the width of each of the present 24.5 roadways to 27 feet each and extending the 5-foot outer shoulder widths to ten feet. The roadways will be resurfaced with bituminous concrete and the shoulders will be hard surfaced.

Jug-handles to be constructed on the project bid on today will include one pair at Alexander Road, a pair at Plainsboro Road and a pair at the Forrestal Research Center. A single jug handle to serve northbound traffic will be located at Fisher Place and a second single unit, to serve southbound traffic, will be built at Harrison Street.

To facilitate traffic flow at the outmoded Penns Neck Circle the Route 1 dual roadways will be carried through the circle. In order to permit traffic to continue to use both Route 1 and the intersecting street, Washington Road, during construction operations the work will be split into seven separate phases at that location.

All work of the project is to be completed by November 1, 1959. The Federal Government will pay two-thirds of the project cost. All bids will be reviewed by Federal and State Highway Department engineers before the contract is awarded.

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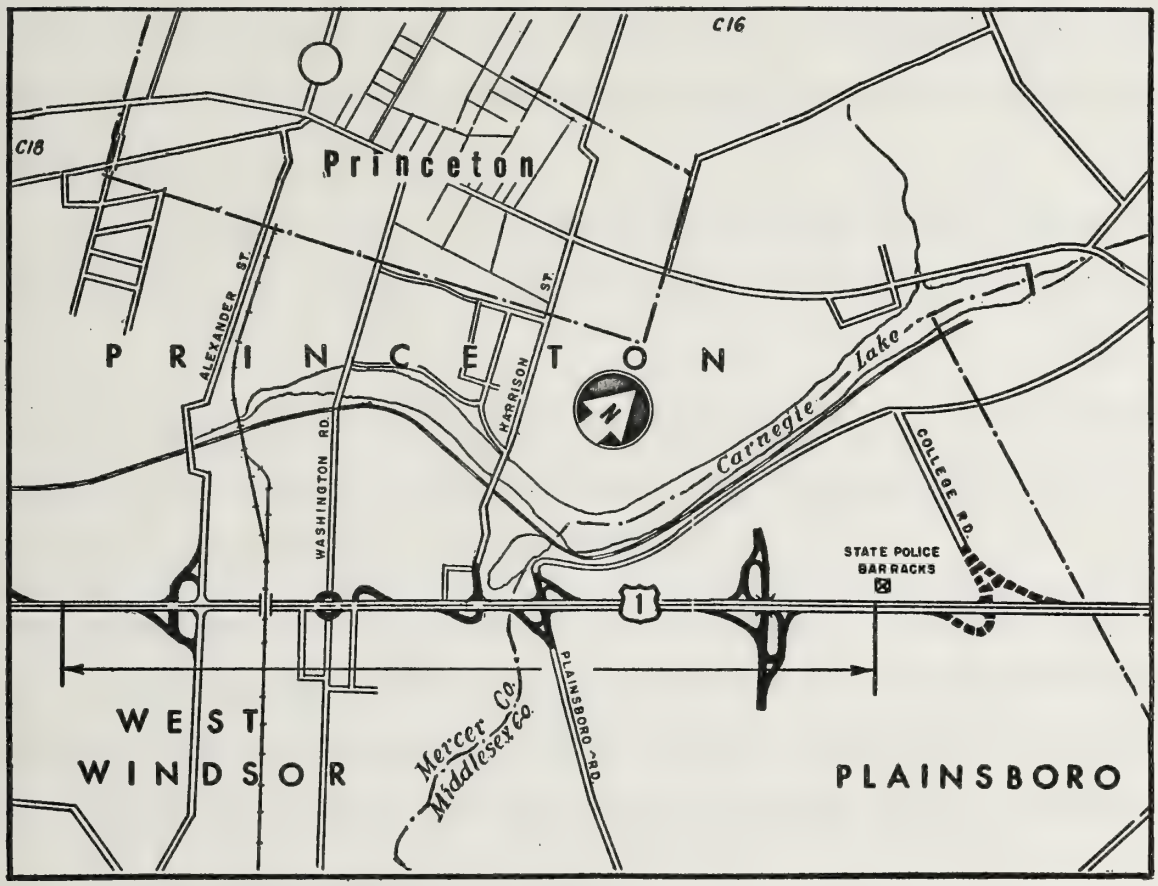

ROUTE U.S. 1 - Mercer and Middlesex Counties
Construction Area.

Bids Received November 12, 1958
Contract Awarded November 21, 1958.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 208 BIDS

Trenton, Nov. 18.- Total of the low bids submitted to the State Highway Department today for construction of two sections of Route 208 in Wyckoff and Franklin Lakes, Bergen County, was $1,888,162.10.

The overall 3.9 mile long construction area covered by today's bidding extends from 1,300 feet west of Grandview Avenue, in Wyckoff, to Colonial Road in Franklin Lakes.

Low bidder on the first construction section bid, a 2 mile stretch from west of Grandview Avenue westerly to 1000 feet west of Helena Avenue, was Samuel Braen's Sons, Hawthorne. The firm's bid was $369,884.30.

Other bidders were: Sette Engineering Co., Paramus, $376,545.22; James Construction Co., Oakland, $391,027.85; Geo. M. Brewster & Son, Bogota, $395,368.82; P. Michelotti & Sons, Saddle Brook, $418,161.; Mal-Bros Contracting Co., West Caldwell, $435,912.22; Peter W. Kero, Inc., Carlstadt, $436,345.50; Elmhurst Contracting Co., Corona, N.Y., $475,645.22

Low bidder on the second construction section, extending 1.9 miles westerly from the end of the first construction section to Colonial Road in Franklin Lakes, was the Sette Engineering Co., of Paramus. The firm's bid was $818,177.80.

Other bidders were: Geo. M. Brewster & Son, Bogota, $887,264.34; Samuel Braen's Sons, Hawthorne, $899,947.72; Peter W. Kero, Inc., Carlstadt, $922,822.17; Mal-Bros Contracting Co., W. Caldwell, $994,920.06; P. Michelotti & Sons, Saddle Brook, $997,999.50; Elmhurst Contracting Co., Corona, N.Y., $1,015,217.46; J. F. Chapman & Sons, Hillside, $1,025,136.04.

The work bid on today will consist of building a single 24 foot wide bituminous concrete surfaced roadway flanked by 10 foot wide improved shoulders.

1958
ROUTE 208 BIDS

When completed it will serve two way traffic. The work will also include construction of a bridge to carry the new Route 208 roadway over Ewing Avenue, Wyckoff.

Other Department contracts planned to be under way before next July will provide five additional overpass bridges within proposed construction areas and extend road construction to Route 202 on the west and to already completed sections of Route 208 to the east.

The Highway Department plans to ultimately dualize the entire route.

Both of the projects bid on today are to be completed before October 31, 1959.

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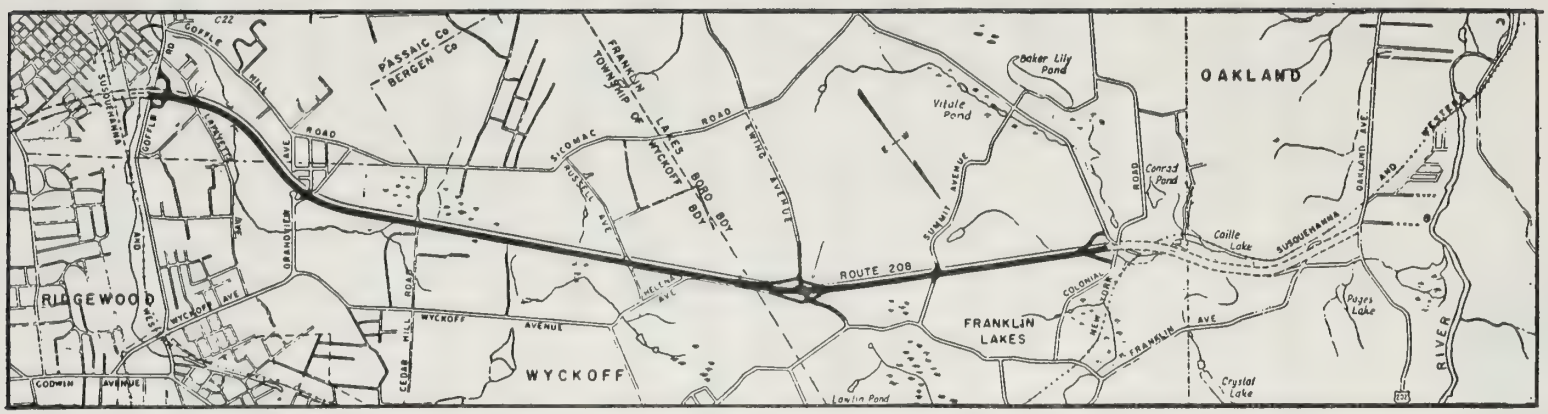

ROUTE 208 - Wyckoff and Franklin Lakes, Bergen County.
Construction Area.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 18 BIDS

Trenton, Nov. 25.- Michael J. Stavola, Inc., of Red Bank, submitted the lowest of eight bids received by the State Highway Department today for eliminating the present Route 18 traffic circle at Old Bridge and paving one mile of adjacent new Route 18 alignment in Madison Township, Middlesex County.

The firm's bid was $774,822.36. Other bidders were: Halecrest Co., Metuchen, $799,374.96; Peter W. Kero, Inc., Carlstadt, $855,156.35; Franklin Contracting Co., Little Falls, $855,602.34; Manzo Contracting Co., Matawan, $859,127.13; J.F. Chapman & Son, Hillside, $875,390.55; Conduit & Foundation Corp., Philadelphia, $876,185.10; Hess Brothers, Parlin, $884,631.54.

The Manzo Contracting Co., of Matawan, was low bidder on November 7 on a companion section of new Route 18 alignment paving. The firm's bid, $746,545.59, for 2.5 miles of final grading and paving of the route from Pine Street to Spring Valley Road, in Madison Township.

The Highway Department also plans a third contract, to get under way before next July 1, that will provide for construction of interchange facilities necessary to join the new alignment with existing Route U.S. 9 just north of the Monmouth County line.

The route is being built as part of the Highway Department's master plan for highway system extension and improvement aimed at bringing state road facilities into line with anticipated 1975 safety and traffic capacity needs. The Federal Government will pay two-thirds of the Route 18 project cost.

Plans for construction to be performed over the more than 4 mile combined length of the two Route 18 contracts call for building dual 25 foot wide roadways separated by a center mall up to 54 feet wide.

1958
ROUTE 18 BIDS

Each two-lane bituminous concrete surfaced roadway will be bordered along its outer edge by a 10-foot wide hard surfaced shoulder.

A Department spokesman said that due to construction of a new Englishtown Road-Matawan Turnpike connector roadway that will overpass new Route 18 just east of the present Route 18 traffic circle, and connecting ramps, elimination of the circle can be accomplished without raising the elevation of reconstructed roadways that pass in front of the present business establishments in the vicinity of the circle.

The project includes relocation of a portion of Charles Street. Local road connections to the new eastbound roadway will be provided at Leon, James, George and Farless Avenues. Connections to the westbound roadway will be provided at Ferris Road and Southwood Drive. Westbound Route 18 traffic will also be permitted to enter Leon Avenue by way of a protected left turn slot to be built into the wide center island.

The Old Bridge circle to Pine Street section of the project is to be completed by November 1, 1959 and the Pine Street to Spring Valley section by October 1, 1959.

All bids will be reviewed by State Highway and Federal engineers before award of contract.

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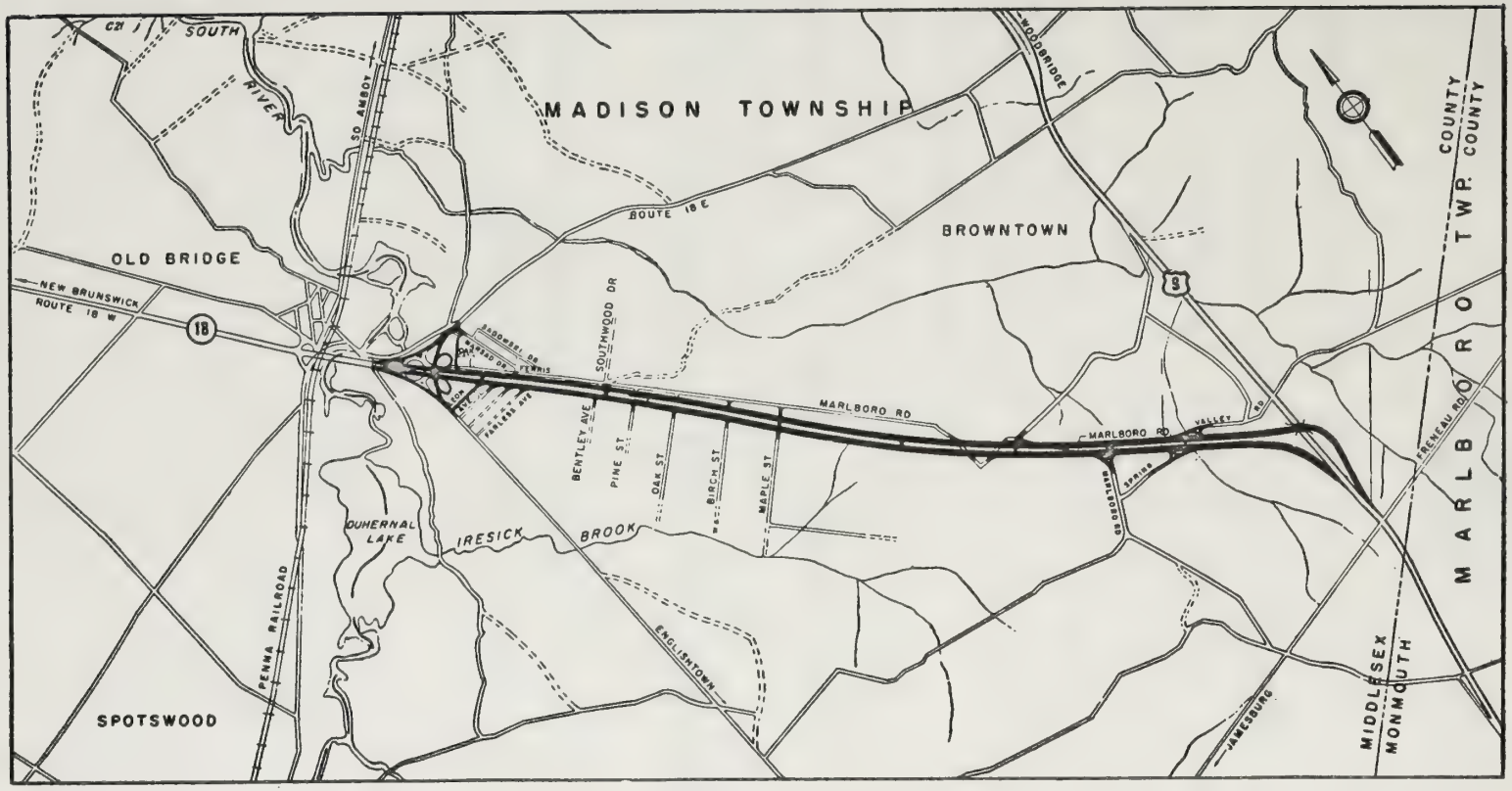

ROUTE 18 - Middlesex County. Construction Area.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 23 BIDS

Trenton, Nov. 25.- A $548,266.27 bid by Peter W. Kero, Inc., of Carlstadt, was the lowest of four received today by the State Highway Department for reconstruction of a 2.5 mile section of Route 23 in Montague Township, Sussex County.

The project area extends from the head of Steenykill Lake to Clove Road. It will replace the present 22 foot wide roadway with a 24 foot roadway that will have an 8 foot wide improved shoulder on its easterly side and a 12 foot paved "creeper" lane along its westerly side.

The creeper lane will permit slow moving vehicles to be passed without the passing vehicle having to move into the opposing direction traffic lane.

Other bidders on the project were:Geo. M. Brewster & Son, Bogota, $549,266.27; Willis, Paul & Proctor, Branchville, $560,106.37; J.F. Chapman & Son, Hillside, $561,889.44.

All bids will be reviewed by State Highway Department and Federal engineers before the contract is awarded. The Federal Government will pay 2/3 of the project's cost.

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